

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 204.—VOL. IX.]

LONDON: SATURDAY, JULY 20, 1839.

[PRICE 6D.

PUBLIC COMPANIES.

MEETINGS.

COPAPIO MINING COMPANY.—Notice is hereby given, that the ANNUAL MEETING of proprietors will be held at the Company's office, on Monday, the 23rd instant, at One o'clock precisely.

By order of the directors,

FREDERICK GRELLÉT, Sec.

GREAT LEINSTER & MUNSTER RAILWAY.—DUBLIN TO KILKENNY.—Notice is hereby given, that, in consequence of a statement made by Lord Morpeth, in the House of Commons, on Tuesday, the 23rd instant, relative to the plan which had been proposed by Government for the construction of railways in Ireland, a SPECIAL GENERAL MEETING of the proprietors will be held on Monday, the 22d day of July ensuing, at the company's offices, 62, Moorgate-street, for the purpose of taking into consideration the course to be adopted by the company.

The chair to be taken at One o'clock.

HENRY BAINBRIDGE, Chairman.

LONDON AND BIRMINGHAM RAILWAY.—Notice is hereby given, that the August HALF-YEARLY GENERAL MEETING of the court of proprietors of the London and Birmingham Railway Company will be held in London, at the Euston Station, on Friday, the 26 of August next, at Eleven o'clock in the forenoon—the chair to be taken at Twelve o'clock precisely.

GEORGE CARR GLYN, Chairman, &c. of the Board
JOSEPH F. LEDSMAN, Dep. Chairman, &c. of directors.

By order,

RICHARD CREED, Secretary to the Board.

LONDON AND BIRMINGHAM RAILWAY.—Notice is hereby given, that the BOOKS for the REGISTRATION of the TRANSFER of SHARES of this company will be CLOSED from Saturday, the 20th of July, to Saturday, the 3d of August next.

By order,

R. CREED, Secretary.

ST. HILARY MINING COMPANY.—The directors do hereby give notice, that the ANNUAL GENERAL MEETING of the shareholders will be held at the office of the company, on Tuesday, the 30th July, at Twelve o'clock precisely, to receive the usual annual reports, and to elect one director and one auditor, in the room of those who go out by rotation, but are eligible to be re-elected.

15, Great St. Helen's, July 16.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of Proprietors of this Association will be held at the London Tavern, Bishopsgate-street, on Wednesday, the 31st day of July inst., at One o'clock precisely, when the Election of Directors and an Auditor will take place. Directors going out—John Hullett, Esq., and John Hibbert, Esq., who, being eligible thereto, are candidates for re-election. For Auditor—Candidate, Henry Bunker, Esq., Exchequer Loan Office. 34, Old Broad-street, London, July 13.

JOHN MATHER, Secretary.

WEST CORK MINING COMPANY.—The GENERAL HALF-YEARLY MEETING of the West Cork Mining Company will be held at the offices of the company, New Broad-street-court, New Broad-street, in the city of London, on Thursday, the 1st day of August next, at One o'clock in the afternoon precisely, on the general business of the company.

By order of the board,

Office of the company, New Broad-street-court. T. M. SHADWELL, Sec.

CALLS.

BRITISH SILVER-LEAD and COPPER MINING COMPANY.—The directors of the British Silver-lead and Copper Mining Company do hereby give notice, that they have this day made a CALL of FOUR POUNDS per share on the new shares, equal to One Pound per share on the old shares in the above company, payable on or before the 24th day of July next, at the Phoenix Bank, Liverpool; or at Messrs. Prescott, Grote, and Co., bankers, London.

R. SHERATON, Secretary.

Company's office, 1, Brazil-buildings, Drury-lane, Liverpool, June 21.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.—CALL FOR FOURTH INSTALMENT.—The directors of this company having resolved to make a call, under the provisions of the Act of Parliament, for an instalment of FIVE POUNDS per share, notice is hereby given, that the several proprietors in the capital stock of the said company are required to pay the said call or sum of FIVE POUNDS on each of their respective shares, on or before the 6th day of August next, to one of the under-mentioned bankers, viz.—

Sheffield—Messrs. Parke, Shore, and Co.

Manchester—The Manchester and Liverpool District Bank.

London—Messrs. Rogers, Olding, and Co., and Messrs. Smith, Payne, and Smith.

Interest after the rate of 4½ per cent. per annum will be charged by the bankers on all such sums as shall remain unpaid after the said 6th day of August next, until payment thereof.

By order of the directors,

CHARLES THOMSON, Clerk and Secretary.

15, Piccadilly, Manchester, July 16.

WHERRY MINING COMPANY, Mount's Bay, Penzance.—Notice is hereby given, that a SIXTH CALL is now made on the scrip of the above company, such call to be for ONE POUND per share (or Two Pounds per scrip), to be paid on or before the 8th day of July next, at the London and Westminster Bank, London, at the Commercial Bank of England, Manchester; or at the bank of the Western District Banking Company, Penzance, where authority is given to endorse such call on the scrip.

Dated, Wherry Mine Office, Penzance, this 21st day of June, 1839.

(Signed) RICHARD PEARCE,
SAMUEL HIGGINS,
RICHARD MILLETT.

N.B.—Any scripholder, who shall neglect to pay his call on the above-named day, or within thirty days thereafter, will incur the absolute FORFEITURE of his or her shares.

DIVIDENDS.

London and WESTMINSTER BANK.—The General Meeting of Shareholders, held on the 8th inst., having confirmed the resolution of the former Meeting, which authorised the Directors to declare the dividends half-yearly, the Directors hereby give notice that HALF-YEARLY DIVIDENDS on the capital stock of this Bank will in future be payable on the 19th March and 19th September in each year.

By order of the board,

JAMES WILLIAM GILBERT, General Manager.

WICKLOW COPPER MINE COMPANY.—A DIVIDEND of FIVE per cent. was declared on the capital stock of this company, for the half year ending 1st March, payable on and after the 1st of August, at No. 45, Dame-street, Dublin, or by Mr. James Molian, 22, Tokenhouse-yard, London, July, 1839.

MUNSTER UNION MINING COMPANY.
Hold in 800 shares of £10 each.

DIRECTORS.

Benjamin Shaw, Esq.

Adam Murray, Esq.

Solicitors—Messrs. Haslam and Biscoff, & Co., Chancery-court.

Bankers—The Provincial Bank of Ireland.

Secretary—William Treasury, Junr., 30, Threadneedle-street, London. Those parties who have not exchanged their old certificates for new ones, are informed that the same are now ready; and also, that the few shares remaining may be applied for, to William Treasury, Junr., 30, Threadneedle-street, where the reports may be read by the proprietors.

WHEAL PERRAN MINE.—TO BE SOLD BY AUCTION, by MR. FRANCIS PITTS, at the Bullion Inn, in Newport, Isle of Wight, on Wednesday, the first day of July, at Seven o'clock in the evening, by the direction of the assignees of John May, a bankrupt, TWO 1-16TH SHARES of land in the well-known WHEAL PERRAN COPPER and TIN MINE, in the parish of Perranporth, in the county of Cornwall; and of and in all machinery, engines, houses, ovens, and appurtenances. The Mine is now in full work. Particulars and conditions may be known on application to Mr. Pitts, in Newport, Isle of Wight, subject to the assignees.

THAMES TUNNEL, OPEN TO THE PUBLIC every day (except Sunday), from Nine in the morning until dark. Admit one Shilling each. The entrance is near the Church at Rotherhithe, on the Surrey side of the River. Both Archways are brilliantly lighted with Gas. The length of the Tunnel is now 900 feet, and the shield has been advanced to within twenty feet of low water mark on the Middlesex shore. By order,

J. CHARLIER, Clerk to the Company.

Thames Tunnel Office, Wallbrook-building, Wallbrook, July.

SUPERIOR MINING INVESTMENT.—A FEW SHARES

are now offered for SALE in WEST FOWEY CONSOLS MINE. The Mine adjoins, at the east and north, the celebrated Fowey Consols Mine, which for several years has been the second most productive Mine in Cornwall, and has already realised profits amounting to £20,000,000. on the south west of West Fowey Consols are East Crimis and Pembroke Mines, which have divided profits amounting to £18,000. West Fowey Consols Mine, which is just below some granite hills, extends over nearly a square mile of mining kllas, as congenial for the production of copper ores as any in Cornwall, and is just as prolific in metallic veins or lodes as Fowey Consols—about twenty veins or lodes having been already discovered within its limits. West Fowey Consols is at present worked by two pumping steam-engines, whines, and all other requisite machinery, as will more clearly appear by the plans and prospects of the Mine—for inspection of which, and further information, apply to the MINING JOURNAL office, 12, Gough-square, Fleet-street; to Mr. Rawdon, John's Coffee-house, Cornhill, London; to Messrs. Whiby, Clarence, buildings, North John-street, Liverpool; application will also be duly attended to (by letter, post paid); if made either to Captain Davis, R.M., or Mr. John Pockey, agents at Fowey Consols Mine, Lostwithiel, Cornwall.

West Fowey Consols Mine, May 21.

TO ENGINEERS, MANUFACTURERS, AND OTHERS.—

BATTERSEA.—BY MR. FULLER. On Friday, July 26, at Eleven o'clock, on the premises, Sun Wharf, adjoining the Horizontal Mill, Battersea, near the bridge, by direction of the assignees of Messrs. Upton and Nicholls, Engineers, bankrupts,

THE MACHINERY AND IMPLEMENTS.

Four horse-power ROTARY HIGH-PRESSURE AND CONDENSING STEAM-ENGINE; Ten-horse Cylindrical Steam Boiler; a PAIR of LOCOMOTIVE ROAD CARRIAGE, of eight-horse power; ONE HORSE HIGH-PRESSURE ROTARY ENGINE, and a large quantity of useful

MACHINERY. ALSO THREE PATENTS FOR LOCOMOTIVE CARRIAGES, to run on common roads in England, Ireland, and Scotland, and for agricultural purposes.

At the same time will be sold the LEASE of the MANUFACTORY (on which a large sum has been expended), suitable for any business requiring roomy premises next the river, comprising a new-built Factory, ninety-five feet long, Engine-house, Warehouses, large Yard and Wharf next the Thames, ninety-six feet. Held for a term of Thirty Years, at a trifling rent.

The premises to be viewed till the sale, and the effects on Thursday previous.

Catalogues and particulars had on the premises; of Mr. Rutherford, Solicitor, 13, Lombard-street; of Mr. Kirkman, Clement—late of Mr. Cannan, Official Assignee, 46, Gough-square; and of Mr. Fuller, 12, Battersea-street.

July 8.

RICHARD CREED, Secretary to the Board.

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LONDON AND B

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY.

Filtration Company Bill—*Lords* amendments agreed to.

MONDAY.

Message from the Lords—That they have agreed to the Paper Duties Bill; Glass Duties Bill; Brick Duties Bill; and Newport Docks Bill, without amendment; and Deptford Pier Bill, with amendments.*Manchester and Birmingham Extension (Stone and Rugby) Railway*—Time further enlarged for committee to report till Monday next.*Soap Duties Draught*—Bill read time, and passed.*Railways*—Petition of common carriers, for the adoption of measures for securing a fair and free competition on railways, &c., referred to select committee on railways.*Iron, &c.*—Account presented—of foreign iron imported and exported, and of British iron, hardware, and cutlery exported, in the last four years (ordered 10th June); ordered to lie on the table.

TUESDAY.

Deptford Pier Bill—*Lords* amendments agreed to.*Island Warehousing Bill*—Three petitions against; ordered to lie on the table.*Stage Coach, &c. Duties*—Two petitions for repeal; ordered to lie on the table.*Bank of Ireland Charter*—Two petitions against renewal; ordered to lie on the table.

WEDNESDAY.

Bank of Ireland Charter—Five petitions against renewal; ordered to lie on the table.*Drainage of Lands*—Bill reported; bill, as amended, to be printed.*Timber Ships*—Bill read second time, and committed for to-morrow.

THURSDAY.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Leave to committee to sit till half-past four during the sitting of the House.*Bank of Ireland*—Four petitions against renewal of the charter; ordered to lie on the table.*Message from the Lords*—That they have agreed to the Ship Propeller Company Bill, with amendments.*Timber Ships*—Bill considered in committee; ordered to be reported.

LAW INTELLIGENCE.

INFRINGEMENT OF PATENT RIGHT.

ROLL'S COURT, CHANCERY-LANE—JULY 16.

KATE v. MARSHALL.—Lord Langdale pronounced judgment in this cause, in which the plaintiff complained of a breach of his patent for a new and improved machine for preparing and spinning flax and other fibrous substances by steam power. An action at law had been directed, to which the defendant pleaded that the invention was not new, and that it was not of utility. The jury found these issues in favour of the plaintiff, but they also found, that before the plaintiff's patent, flax and fibrous substances were spun with machines with slides, by which the ratch was varied according to the length of the fibre of the article spun, but that before the patent it was not known that flax, as having a short fibre, could be spun by means of insertion at a ratch of two and a half inches. A case was afterwards sent for the opinion of the Court of Common Pleas, and that Court thought that the patent was not valid in law. The cause then came before this Court again, when Lord Langdale reserved his judgment, while his lordship now gave, His Lordship said, he did not think the merely adopting a ratch of the length of two and a half inches was a fit subject for a patent. The plaintiff's bill must be dismissed, and he must pay the costs of the suit, but not the costs of the trial of the issues.

BRITISH IRON COMPANY.

COURT OF CHANCERY—JULY 17.

ATTWOOD & SMALL.—This is an appeal from a decision of the Vice-Chancellor, by which two demurrers to the plaintiff's bill were allowed, and one overruled. The bill was filed for equitable relief in the nature of specific performance of a contract to purchase the plaintiff's mines; and the defendant demurred on the ground of multifariousness, want of equity, and want of parties. These demurrers were put in by three different parties connected with the British Iron Company; and one of them, put in by Mr. Small, Mr. Spears, and Mr. John Taylor, was overruled on the assumption that some relief might be had from them in the way of specific performance.

Mr. Sergeant WILDE now appeared to support an appeal against the decision of the court below, and reminded his lordship that it was unnecessary to go into any detail of the facts, familiar as they must be from repeated arguments and the hearing in the House of Lords, when their lordships overruled the decision of Lord Lyndhurst in favour of the defendants in the Court of Exchequer, and declared that the plaintiff had not made any fraudulent representations at the time the defendants entered into the contract for the purchase of the estate. When the bill of the defendants was thus dismissed with costs in March, 1838, the plaintiff filed the present bill against the directors of the company, and the personal representatives of some who are deceased, its object being to obtain a specific performance of the contract entered into with him by the British Iron Company in the year 1828, for the purchase of mines in Staffordshire, Worcestershire and Warwickshire. The price of the purchase was settled at £500,000., payable by instalments—£5,000. on signing the agreement, £90,000. on completing the title, and further sums at stated periods until the balance was reduced to £5,000., which the plaintiff agreed to leave as a lien for fourteen years. The postponed instalments were to pay interest at 4 per cent. The defendants took possession, paid the two sums of £5,000. and £90,000., began to work the mines, and by great exertions have nearly exhausted the iron-stone and coal which they contained at the time the plaintiff gave possession. The bill of the defendants to set aside the contract was, however, filed as early as 1836, and just after a great fall in the price of iron. It charged the plaintiff with fraudulent representations with respect to the value of the property, but while litigation was going on, the defendants continued to work the mines, and compelled the plaintiff to pay into Court the sum of £60,000., paid on making good the title. They also ceased to pay the interest which they were bound to give on the instalments, and obtained an injunction to prevent plaintiff from taking any legal proceedings to recover it, or to take possession of his own property. Since the decision in the House of Lords, this sum of £60,000. has been repaid, together with the interest; but the defendants seek to evade the payment of any further sums, and to compel the plaintiff to have recourse to the property which, from the course pursued by the defendants in exhausting the mines, is not now worth anything like the sum the defendants have contracted to pay. The plaintiff, therefore, now sought to charge the other properties of the British Iron Company with the payment of his demand on them, and it was sought to make the directors personally liable. The defendants resisted this claim of personal liability, by referring to the general contract of 1828, which exonerated them in an especial manner from all such liability; and with respect to the demand on their other property, they resist it as unjust, and offer to the plaintiff the land which contained the mines they have exhausted. The learned counsel contended that there was a clear case against the defendants, and that the Court would not permit them to evade the performance of their contract by endless and vexatious proceedings in the courts of equity. He cited a great number of cases in support of the view he took of the equities of the plaintiff, and maintained that the demurrers were bad and must be overruled.

Mr. WAKEFIELD followed on the same side up to four o'clock, when the Lord Chancellor rose, and the further hearing was adjourned to Friday.

The arguments were resumed on Friday morning. Mr. Lovatt following for the plaintiffs, and Mr. K. Bruce for the defendants. At three o'clock, the Lord Chancellor said he was obliged to rise, and that he intended to hear the conclusion of Mr. Bruce's argument this morning.

AMERICAN COAL.—I have often heard it asserted by Englishmen that America has no coal. There never was a greater mistake; she has an abundance, and of the very finest that ever was seen. At Wheeling and Pittsburg, and all the borders of the Ohio river above Guyandotte, they have an inexhaustible supply, equal to the very best offered in the London market. All the spots to the Alleghany range appear to be one mass of coal. In the eastern states the coal is of a different quality, although there is some very tolerable. The anthracite is bad, throwing out a strong sulphureous gas. The fact is that wood is at present cheaper than coal, and therefore the latter is not in demand. An American told me one day, that a company had been working a coal-mine in an eastern state, which proved to be of a very bad quality; they had sent some to an industrial person as a present, requesting him to give his opinion of it, as that would be important to them. After a certain time he forwarded to them a certificate, couched in such terms as these:—"I do hereby certify that I have tried the coal sent me by the company at—, and it is my decided opinion that when the general conflagration of the world shall take place, any man who will take his position on that coal mine will certainly be the last man who will be burnt!"—*Maryott's America.*—[In copying Capt. Macvey's humorous paragraph, we must observe, that all Englishmen at all conversing with the United States, must be well aware of the vast stores of coal existing there. A contrary opinion is a mere vulgar error.—Eng. M. J.]

W. M. THOMAS v. EDITOR OF THE "MINING JOURNAL."

In the Supplement accompanying the Journal of the 6th last, in which were inserted the prospectuses of several companies, of which the plaintiff was the projector, that of the Reeth Consolidated Mining Company, by inadvertence, was omitted; we now give it insertion:—

REETH CONSOLIDATED MINING COMPANY.

Capital £100,000, in 20,000 shares of £5 each. Deposit £2 per share.

DIRECTORS.

Wm. Millett Thomas, Esq., London J. C. Musgrave, Esq., Wincanton
Edward Sutler, Esq., Penzance William Pauli, Esq., Castle Cary
Jas. Bateman, Esq., London Samuel Pauli, Esq., London
BANKERS.—Sir Claude Scott, Bart., and Co.

SECRETARY.—Mr. Henry Scott, 19, Austin-friars.

CARRIER ON THE MINES.—P. VYVYAN Robinson, Esq., Nansio, Helston, Cornwall.

From the very full and highly satisfactory reports which the directors have received of these mines, and which are annexed, coming as they do from parties, most of whom are strangers to them, and quite disinterested, it is unnecessary for much to be said in introducing them to the public, beyond that of stating the directors entire confidence in them, as a lasting and profitable investment. These mines are situated in the parish of Trewidnick, near St. Ives, Cornwall, a district abounding in mineral treasures, and offering perhaps one of the most lucrative investments for capital to be found in this prolific county. The Reeth Consolidated Mines comprise within their limits, the Gw, Durro, South Durro, and the Dippa, all celebrated for their richness, as the annexed reports testify. Rocky Downs, and an extensive tract of ground, in which the lodes are in whole or entire, near the cross-courses, against which in the adjoining mines the lodes are so productive and rich, are also comprehended in the limits of these extensive Consolidated Mines. The locality of the Reeth Consolidated Mines is unquestionably the most favourable in the western part of the county of Cornwall, not only as regards the facility afforded to mining operations from the kindly nature of the ground, but also from their immediate vicinity to many of the richest mines in the county, such as St. Ives Consols, Tincoff Consols, Ballinon, Great Wheal Reeth, and Wheal Mary, in the centre of which the Reeth Consolidated Mines are situated. The ground comprises an extent of nine hundred and eighty fathoms in length, and of seven hundred and twenty fathoms in breadth, and is held for twenty one years, on payment of one-fifteenth dues. The directors ought perhaps to state their reasons for allowing such valuable mines as this set comprises, to be worked by a company, when they might turn them to so much individual advantage; they were originally intended to be worked privately, but several gentlemen having seen the mines, and had them inspected by competent parties, and expressing a strong desire to be interested in so lucrative a concern, the proprietor has yielded to their wishes, and consented to the formation of a company.

REGULATIONS.

1. The capital of the company shall be £100,000., in 20,000 shares of £5. each. £2. deposit per share. 2. The first instalment of £1. per share to be paid on delivery of the shares. 3. No further instalment to be called for without one month's notice, and not to exceed ten shillings per share. 4. 100 shares to be the qualification for a director. 5. The shares will be to bearer, signed by three directors and the secretary. 6. The original reports from the mines, together with the books of the company, will be open for the inspection of the shareholders. 7. That all the contracts for purchases by the company be for ready money, in order to exempt the shareholders from any liability beyond the amount of their subscriptions paid-up. 8. A general meeting of the shareholders to be held in London in the month of May in each year, commencing in '83, at which a full report of the company will be submitted, with a statement of the accounts. 9. That at all meetings of shareholders, a proprietor of five shares and less than ten, shall have one vote; of ten and less than twenty shares, two votes; of twenty and less than fifty, three votes; of fifty and less than 100, four votes; of 100 and less than 200, five votes; and of 200 shares and upwards, six votes.

Applications for shares to be made to the secretary, or agents.

REPORTS.

Helston, 20th July, 1836.—I beg to hand my report of the Reeth Consolidated Tin Mines. *Firstly.*—These sets comprise a very extensive piece of ground, in which there are a great number of large tin lodes. *Secondly.*—The mines which have been worked in this ground are the following—South Durro, Dippa Durro, and the Gw. These mines are parallel, and nearly on the western boundary of the set; they have produced very considerable quantities of tin. *Thirdly.*—The Gw Mine is the most celebrated, and which has ceased to work about eighteen years, there is now a fine lode, rich in tin, from four to five feet wide at the bottom, and in the eastern end the prospects of this mine are brilliant. *Fourthly.*—The tin in these mines dip east, and the surface on the run of the lodes, east, rises about one foot in ten. These old mines, being nearly on the western boundary of the set, and the courses of the dipping east under the rising ground, are a combination of favourable circumstances. The tin already discovered is approaching towards the great cross lode, and towards the centre of the set. *Fifthly.*—The former workers of these mines had to work on a very expensive scale, considering the high price of all mining materials, and not having the knowledge of the present system of machinery and operation, and the price of tin being then low. *Sixthly.*—The following list shows the difference in the price of materials and tin when last worked, and at the present time:—

LAST WORKING PRICES.

A. S. D.

Timber.....	6 4 3	per foot.....	6 1 0	per foot.
Rope.....	7 6 0	per cwt.....	1 14	per cwt.
Candles.....	0 14 0	per doz.....	0 5 3	per doz.
Iron.....	0 18 0	per cwt.....	0 13	per cwt.
Powder.....	5 0 0	ditto.....	2 6	ditto.
Price of Tin.....	3 10 0	ditto.....	6 0	dito.

Seventy.—The local situation of Reeth Consols is superior to any I know of in the county, being at this time surrounded by mines giving immense profits, in the south there are Tincoff Consols, Wheal Mary, and the Great Reeth; to the north St. Ives Consols, to the east Ballinon—all adjoining Reeth Consols. *Eighthly.*—The Gw Mine is the most celebrated, and which has ceased to work about eighteen years, there is now a fine lode, rich in tin, from four to five feet wide at the bottom, and in the eastern end the prospects of this mine are brilliant. *Ninthly.*—The lodes in the adjacent mines have now and are producing immense quantities of tin near those cross lodes; two of those intersect the east and west lodes in the Rocky Downs, which is in the set; here the lodes are in whole in what may be termed madden ground, only a few custraining pits sunk on the east and west lodes, near the cross lodes, which will yield tin. It is my opinion the lodes in this part of the set, if properly operated on, will prove equally as rich as any of the mines in this district. *Tenthly.*—It is my candid opinion the ground that comprises Reeth Consols is equal in richness and durability to any mines now working in Cornwall. In the twenty-nine years' experience I have had in mining I never saw a set of such magnitude, and possessing equal properties as the Reeth Consols.

I am, yours, most respectfully,

EDWARD THOMAS.

Agent and Captain of the West Trescan and British Silver-Lead Mines.

St. Ives, July 27th, 1836.—I have been and inspected Reeth Consols, I beg leave to say that this set comprises a very extensive piece of ground, in which there is a great number of large tin lodes, four of which have been partially worked by different adventurers at different times, and notwithstanding they had to work on a very expensive scale, considering their limited working, not having the knowledge of the present system of machinery and operation, and yet these mines gave a large profit. These mines have now been consolidated, and in the centre of a great number of mines now working, giving immense profit, viz., on the south, Tincoff Consols, Wheal Mary, and Wheal Reeth; on the east there is Ballinon; on the north, St. Ives Consols and Rosehill Hill Mines—the last mentioned, when worked, gave a profit of eighty thousand pounds in a very short piece of ground; and St. Ives Consols, which is now working, has given a profit already of fifty thousand pounds, and at present by the appearance of the hole likely to give as much more. I am of the opinion that Reeth Consols is one of the best speculations that our country can now offer, and it is my firm opinion if this set is worked with spirit, and the necessary capital properly applied, the company will derive from the capital that may be advanced, equal profit to any mine now working in the country.

I remain, your most obedient servant,

BENJAMIN CHAMPION.

Several years an Underground Agent, and late Tin Dresser of the Durro Mine.

Holme Town, July 24th, 1836.—We, the undersigned, being requested to give our candid opinion respecting the prospects of Reeth Consols Mines, do not hesitate to recommend this set as a promising speculation, none more to be desired or deserving trial in the western part of this county that have come under our notice.

Firstly.—The Gw Mine, which has produced a considerable quantity of tin, and for the last three years of her working collected nothing as cost from the adventurers, but at the conclusion made a large dividend. Considering the disadvantages it then worked under, in comparison with the present time, with respect to the price of the various materials, the price of the land and the improvement of works, which is considerable, and also the prospect in the fifty-seven fathoms level driving east, which is from the account of Captain Matthew Curzon, about six feet thick, which will produce about one hundred barrels of work, worth about six shillings per barrel, say thirty pounds per ton, which can be broken and raised for about five pounds per ton, or one sixth part, say three shillings and four pence per ton.

Secondly.—The Dippa lode, which is in about twenty fathoms north of the Great Wheal Reeth lode, is wrought about eighteen fathoms deep. Small lode, but very promising.

Thirdly.—Reeth Great lode is likely to be very productive, judging from the produce of the said east east, and its about six feet, being work only about fifty fathoms, and opened on at said level about fifty fathoms.

Fourthly.—Considering the mines north and south, we have no doubt of Reeth Consols being of long duration, as it is certain to make in length and depth. The set is very extensive from east to west, and also north and south, which can be seen by a reference to the plan of the said mines.

JOHN DAVY.

Manager of St. Ives Consols, North Parallel Lode of Reeth Consols.

JOHN ROBERTS,

Managing Agent of Wheal Mary, South Parallel Lode of Reeth Consols.

MATTHEW CURZON,

Agent of Wheal Mary, and late Tin Dresser of the Gw Mine.

Holme Town, July 27, 1836.—This day I have been on the ground called the Reeth Consols, seeing the prospects of it. I must confess I never saw such an extensive set in the country; they are bounded on the north by the Great Rosehill Hill Mine, and on the south by the Great Wheal Reeth Mine, and on the west by the Dippa Mine, which is within the boundary, and on the east by the Great Bell Mine, and I regard doubt the lodes from the increasing rock mass run through the Reeth Consols. I have not consulted any man, but this is my decided opinion of them. If there is a good place of ground in Cornwall the Reeth Consols is the ground where I should recommend any gentleman to speculate for a fortune. The Gw Mine also which has been so productive, is on or within the north-west boundary of the Reeth Consols set.

CHARLES H. WILSON.

Managing Agent of the Wendron Mining Company.

Sheffield Iris.

July 26, 1836.—From my knowledge of the ground of the Reeth Consols for several years, and the properties of many of the lodes which have been but partially worked by the virtue of two steam-engines, at different periods, by different adventurers, those being now consolidated together can be worked to a considerable advantage. Should this set, which is known to be so rich in tin, be properly worked, I have no doubt it will prove an advantageous and lasting mine in all its parts.

THOMAS GUNDRAY.

Managing Agent under Mr. Cave of the Ladigran Mines.

Holme Town, July 27, 1836.—We, the undersigned, being requested to take a view of the surface of Reeth Consolidated Mines, and to make a survey of the former working, to ascertain whether we could recommend a re-working of the said mine or mines, and have, in consequence, this day gone over the whole of the ground and find it a very extensive Tin Set, and from which, since the surface appears there has been great and very considerable quantities of Tin sold, at a time when it sold at a low price, and all kind of mine materials were at a very high price, and when the application of machinery was not so generally known or understood as at the present time. We therefore do not scruple to recommend Reeth Consols Mine as a desirable speculation for the investment of property the sum of any

THE MINING JOURNAL.

NOTICES TO CORRESPONDENTS.

W. M. THOMAS, EDITOR OF THE "MINING JOURNAL."—The question of change of venue is still delayed, and which remains alone with the plaintiff, as our affidavits are delivered. We find that, from inadvertence, and the press of documentary evidence furnished us at the moment, that the prospectus of the "South Consolidated Mining Company" was not inserted with the others in our Supplement accompanying the Journal of the 6th inst. We now insert it, our attention having been drawn to the subject by a correspondent (Leeds), for which he has our thanks. Several communications have come to hand this week, which shall have our best attention—the next must be one of activity. There shall be no want of it on our part, as far as locomotion will progress our movements, and we trust that our correspondents will not fail to continue to furnish us with all the information they possess, more especially documents, as it is as yet uncertain whether we may not be compelled to go to trial on the 1st August.

We have much pleasure in acknowledging the receipt of a letter from M. Kersten, Prof. de l'École Royale des Mines, Freiberg, accompanied by a notice of a new metal by M. Berzelius, and a communication of his own, on the assay of ores, both of which will appear in the next Number of the *Mining Review*.

THE BRITISH AND AUSTRALASIAN BANK,

55, MOORGATE-STREET, LONDON.

Capital—ONE MILLION sterling.

The directors of this company do hereby give notice, that they transact BANK-BUSINESS of every kind upon the principle of the SCOTCH BANKS.

Current accounts kept with individuals or bodies of persons, and interest at the rate of 2*½* per cent. allowed on the average monthly balances of such accounts.

Deposits of money received of any amount, and for any time or term; upon deposit is allowed; upon sums deposited for terms a higher rate of interest is paid—viz.: 4*½* per cent. for cash to be withdrawn after Three Months' notice.

4*½* " " " Six "

5 " " " Twelve "

Discount accounts opened with any person or persons who may be respectively interested.

Cash credits granted on the principle of the Scotch banks.

The accounts and agencies of joint stock and other country and foreign banks, and of individuals or bodies of persons, residing in the country or abroad, undertaken.

Advances of money granted upon the security of landed property in any of the colonies and settlements of Australasia, upon stocks and shares, upon consignments of merchandise to or from the colonies, upon the share of the bank, and generally upon any other securities that may be approved of.

Exchange business of every kind transacted.

Bills and letters of credit granted as may be required on the Branch Banks of the Company in the Australasian colonies, at an exchange of 1*½* per cent. Bills, notes, drafts, &c., upon parties residing in either of the said colonies cashed, or remitted for collection.

Sums of money invested by the bank upon the security of landed property in any of the Australasian colonies for account of parties resident in the United Kingdom, or elsewhere.

Any person having business to transact in relation to the Australasian colonies, may obtain information and advice regarding the same from the Managing Director, who has resided in Australia, and every application respecting business meets with immediate attention.

The remaining shares will be issued at a premium, until further notice, of £1 16*½* per share; applications for the same, or regarding business, may be made personally, or by letter (post paid), to

The North of Scotland Bank, Aberdeen and Branches.

Royal Bank, Liverpool.

The Oxford Bank, Oxford.

The Wakefield Banking Company, Wakefield.

The Leicestershire Banking Company, Leicester.

The Chatham Bank, Chatham.

Western District Banking Company, Devon and Cornwall.

Messrs. Stephens and Co., Bankers, Reading.

H. Curtis, Esq., Liverpool.

David Holt, Esq., Manchester.

Harry Hollings, Esq., Halifax.

Messrs. R. B. Watson and Co., Leeds.

W. H. Rivers, Esq., Birmingham.

John T. Hoyle, Esq., Newcastle-upon-Tyne.

H. E. Drake, Esq., Bath.

James C. Hughes, Esq., Bath.

J. H. Cox, Esq., Tiverton.

Robert Allan, Esq., Edinburgh.

Francis Reid, Esq., Glasgow.

Messrs. Stronach and Grainger, Aberdeen.

Messrs. Grant and Ronning, Inverness.

P. Just, Esq., Dundee.

Messrs. G. Studdert and Sons, Dublin.

Mr Anthony Perrier, Cork, &c.

FREDERIC BOUCHER, Managing Director.

55, Moorgate-street, London.

N.B.—Agents will be appointed for other towns and places in the United Kingdom; and applications from Banks or Bankers will be preferentially considered.

THE ENGINEER AND SURVEYOR'S MAGAZINE,

RAILWAY JOURNAL,

and MONTHLY REGISTER OF PRACTICAL SCIENCE.

PROSPECTUS.

This Magazine will be of 4*½* in. size, and will contain twenty-four pages of letter-press, with engravings; it is intended to embrace the details of practice of the above important professions, and will comprise Original Articles, Professional Communications, Selectia from English and Foreign Publications, and whatever information may be considered interesting or useful to the engineer or surveyor. The latter profession, which has been entirely neglected in all similar publications, will receive especial notice in this. Authentic descriptive details will be given of every variety of engineering works, new inventions and improvements, digests of transactions of scientific societies, engineering evidence, railway and all other public works in progress, with specifications and estimates; also reviews, and notices of new books. Neither the fine arts, nor abstract science, will form a feature in this Magazine, neither will irrelevant matter of any kind be discussed; but its columns will be entirely given up to the recording of useful and practical matter, in order to render it a guide and text book to the profession.

The first number (price 1*½*) will be published on the 1st of August. Advertisements connected with the profession will be inserted. Books for review must be sent early in the month; and communications (which are solicited) by the 2*nd*, but earlier if accompanied with drawings. All communications (post paid) for the Editor, to be addressed to the office, 181, Fleet-street.

BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and others requiring Steam-Power.

MESSRS. BUNNELL and CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM-ENGINE, which, by its novel formation and arrangements, combine compactness of form, increase of power, speed, and economy in working, to an extent hitherto unattained. Descriptive plans and part-wearies, also cards to view the Engine in operation at their ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 30, Lombard-street, London.

Where also may be seen, specimens of Fairbank's Patent Platform WEIGHING MACHINES and BRIDGE-BRIDGES, for which they are appointed sole agents for London and its vicinity.

LONDON ZINC WORKS AND ROLLING MILLS, Wapping, Lock-road, City-road.—Malleable Sheet Zinc, Zinc Nails and Tacks, Plastered Plates, of assorted sizes, for Zincography and Door-Plates, and Patent Zinc Sheets for Roofing, all of the VERY BEST QUALITY, will be promptly supplied to Dealers and Consumers, on application to

HUGH BALL & CO.,

11, Finsbury-street.

PUBLIC COMPANIES.

MEETINGS.

Great Eastern and Midland Railway	55, Moorgate-street	July 22
London Lime Association	King William-street	21
London County Council	1, Barnbrook-court	27
Chapman Mining Company	22, Austin-Flint's	18
Devonshire Salt Company	George and Vulture	20
Kelweevine Mining Company	London Tavern	29
St. Hilary Mining Company	18, Great St. Helen's	20
Phoenix Gas, Light Company	Bridge-house Hotel	21
United Mexican Mining Association	London Tavern	21
Duncombe's Mine	Office, 26, Bleach-lane	21
St. Dunstan'sville Mine	Office, 26, Bleach-lane	21
Argent Iron and Coal Company	5, Liverpool-street	21
Camborne Mining Association	Office, 2, Nicholas Lane	12
British Assayol Company	6, New Broad-street	1
Duke of Cornwall's Harbour	London Tavern	1
West Cork Mining Company	New Broad-street	1
London and Birmingham Railway	London Station	2
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Barclays & Glynnes Bank Co.	July 28	55, Moorgate-street
Commercial Railway	London & Westminster Bank	25
British River Lead, &c., Company	President's, Finsbury	25
Galloway Phoenix Association	1, Adam-street, Aldgate	20
Chelmsford Iron and Steel Co.	London Joint-Stock Bank	21
Welsh Morgan Mine	Barbican, Holborn, and Co.	21
Welsh and American Steel Nav.	2, Queen's-square	21
Wheyey Mining Company	Monmouth and Co.	21
Midland County Mining Co.	Barbican and Co.	21
Mississ. Mining Company	Victor, Nagle, and Co.	21
Portuguese Mining Company	Spencer, Allwood, and Co.	21
New Zealand Mining Company	2, Laurence Place, Holborn	21
Shropshire Iron Company	Wright and Co.	21
Royal Mauritius Mining Company	2, Oct. 8, King William-street	21
Commercial Gas Company	City-road, Soho	22
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Regent's Canal	5, Old Martineau	22
Equalising Gas Society	17, King Arthur's-past	22
Mersey Canal Stock Company	Office	22
Mexican and South American Co.	New Broad-st.	22
Wellesley Copper Mining Company	2, Finsbury	22
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METEOROLOGICAL JOURNAL, 1839.

Month.	Days	Temperature.	Wind.	Clouds.
January	11	From 50 to 70	20.00 to 25.00	Monday 18
February	12	20.00 to 25.00	20.00 to 25.00	Tuesday 19
March	10	20.00 to 25.00	20.00 to 25.00	Wednesday 20
April	10	20.00 to 25.00	20.00 to 25.00	Thursday 21
May	14	20.00 to 25.00	20.00 to 25.00	Friday 22

Traveling wind, S.W.

Except the 10th, 16th, and 17th, generally clear; rain fell on the 10th, 14th, and following day. Lightning during the evening of the 17th.

Rain fallen, 1*½* in. in total.

Admiral.

CHARLES HENRY ADAMS.

land arises both from want of employment, and a comparative excess of population. Reduce this population then, and employment is afforded to the few, which cannot be participated in by the many.

We must, however, return to the subject more immediately before us, and with a few figures and remarks applying thereto, shall, for the present, defer any further observations on so interesting a topic as that of Ireland.

We last week referred to the report of the "Mining Company of Ireland," in which it was stated that the profits on the past half-year amounted to 13,204*½* 2s. 10d., of which, however, 208*½* 1s. 5d. had been applied to extending their works. This company, we then observed, was one of the gratifying instances afforded, that by perseverance and a strict observance of economy (indispensable in all mining operations), success may be fairly calculated upon.

We find that the public sales of copper ores from some of the principal mines of Ireland, by ticketing, in Swansea, for the past three years, ending 30th June last, was 60,070 tons, amounting to 372,127*½* 1s. 6d., and averaging 6*l.* 3*s.* 10*d.* per ton, thus proving the rapid advance which is taking place in the mineral produce of the Sister Isle.

The following are the mines embraced in the above summary:

	Tons.	Amount.	Average.
Knockmahan ..	17,036 ..	£145,225	9 6 .. £8 2 3
Allihies ..	14,286 ..	123,709	6 0 .. 8 13 2
Ballymurtagh ..	17,016 ..	56,593	18 6 .. 3 6 6
Cronebane ..	7,646 ..	30,610	0 6 .. 4 0 0
Connoree ..	2,551 ..	10,743	1 0 .. 4 4 3
Ballygahan ..	1,533 ..	5,245	6 0 .. 3 8 4
	60,070	£372,127	1 6 £6 3 10

The success which has attended the "Allihies" mine, those belonging to the "Mining Company of Ireland," the "Ballymurtagh," the "Cronebane" and "Tigrony"—the richness of the ores in some cases, and their abundance in others, in addition to which (we believe the only instance), may be named the "precipitate" obtained from the "Connoree" mine, in the county Wicklow, being merely a deposit of the copper held in solution in the water, and raised to surface for keeping the mine in fork, yielding 67 per cent., or 5*l.</i*

entertained by our correspondent, that the "yellow metal," to be perfect in itself, must have a perfect alloy, is so self-evident, that we must confess it would appear to us that "D. N." wrote either without reflection or with a motive. Mr. BURR has treated the subject in a manner which cannot be otherwise than satisfactory, and the results given in Mr. MUNTZ's letter at once confirm the correctness of the views entertained by that gentleman.

We observe that a strong feeling is beginning to manifest itself in Ireland with regard to the renewal of the Bank of Ireland's charter. An important meeting was lately held in Drogheda, to oppose any renewal of the privileges of this corporation, on the ground that such a measure would be calculated "to inflict deep and lasting injury on the agriculture, trade, commerce, and manufactures of Drogheda and the important circle included within fifty miles of Dublin." At this meeting a deputation was appointed to proceed to London, and there oppose, by counsel, the further concession of privileges so injurious to the general interest. This deputation has, we observe, already had one interview with the CHANCELLOR OF THE EXCHEQUER. The mercantile classes of Dundalk have also exerted themselves in getting up a forcible petition against the renewal of the charter; and this important subject appears, indeed, to be thoroughly appreciated in Ireland, and to excite that attention which it deserves among commercial men.

That corporate bodies like the Bank of Ireland may at one period have exercised a very beneficial influence over the commerce of the country, is probable enough, and we do not dispute, that when capital was less abundant than it is at present, when enterprise was more limited, and our trade carried on upon a less extended scale, it may have been wise and politic to confer great and even monopolising privileges for a certain length of time upon these bodies. The extension of these privileges, after their original term has fairly lapsed, is, however, quite a different thing—the great corporate banks have had their day, they have effected a certain definite object, and have had ample powers to remunerate themselves—powers they have not failed to exercise for their own benefit. Upon what plea then such exclusive privileges can be renewed again, we are totally at a loss to imagine—certainly not on that of public benefit, against which they are unanimously pronounced to militate, while on private grounds, as we have just shown, they can have no further claim. To continue the monopoly of the Bank of Ireland, would be to fetter the operations of other Banks and to place the trade of the country under unnecessary and injurious restrictions. The system of a free trade in banking has been found to work well in Scotland, and other parts of the Kingdom, and the people of Ireland may ask with justice, and we trust with success, to have its benefits extended to themselves.

A very full report will be found in another place of the half-yearly general meeting of the "London and Brighton Railway Company," held on the 18th inst. The general state of affairs, as detailed in the directors' report, will be found very satisfactory, and no less so the calculation of the engineer—that, provided the shareholders gave their cordial support to the undertaking, the line would be opened in eighteen months. The only drawback on the affairs of the company, appears to be the number of shares in arrear, and upon this subject it will be seen that a decisive resolution was very properly adopted by the meeting. We are pleased to observe, that the moral and religious instruction of the labourers employed on the works did not pass unnoticed, and that a grant was made for the purpose: some months have elapsed since we offered some remarks upon this subject, and as our views have been first responded to in the present case, the example will, we trust, be followed by other railway companies.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 92½ money, and 92½ ¼ for the account. Three-and-a-Half per Cent. Red. Annuities 100, and the New Three-and-a-Half per Cents 99½ ¾. Bank Stock 190½ money, and India 25½ account. Premium upon Exchequer Bills 18 20 on large sums, and 19 20 on small.

Portuguese New Five per Cent. Bonds 34½ 35, and the Three per Cent. ditto 22½. Spanish Bonds, with May Coupons, 19 19½. Brazilian 77½ 78. Buenos Ayres 18½. Chilean 79. Colombian 32½. Peruvian 17½. Dutch Two-and-a-Half per Cents 54½. Old Fives 103½. New Loan 100½ money.

Great Western Railway New Shares 22 pm.—Brighton 10½ dis. Birmingham 74 pm., and ditto new shares 16½ pm.—Union Bank of London Shares at par.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, 92½ ¾; Three-and-a-Half per Cent. Reduced, 99½ 100; Long Annuities, 14½; Consols for Account, 92½ ¾; Exchequer Bills, 16 18 pm.; East India Bonds, — premium; Dutch Five per Cents., 103½ 103½; Ditto Two-and-a-Half per Cents, 54½ 5½; Portuguese Five per Cents 35½ 6; Ditto Three per Cents, 21½ 2½.—Railways.—Brighton, 10½ dis.; Great Western, 5½ 6½ premium; London and Birmingham, 73 75 pm.; New, 21½ 22½ premium; Southampton, 44½ 45½ per share.

LONDON, JULY 19.—Copper and iron continue steady. Tin (foreign) is somewhat firmer. Lead without alteration. Spelter has been fluctuating, but is steadier, at 18½ 12s. 6d. to 18½ 13s.—few sellers under 19s.

TURKEY, JULY 18.—Average standard, 106½. 6s. 6d.—Average produce, 7½.—Average price, 5s. 4s. 6d.—Quantity of ore, 3988.—Quantity of fine copper, 298 tons 5 cwt.—Amount of money, 28,648/ 12s. 6d.—Average standard of last sale, 104½. 16s.—Produce, 7½.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 23L. 12s. 6d.; Birmingham and Midland Bank, 41L. 5s.; Town and District, 8L. 5s.; Coventry Union Bank, 8L. 5s.—London and Birmingham Railway, 163L.; ditto, quarter shares, 25L.—Old Birmingham Canal, 219L.; Dudley, 98L.; Warwick and Napton, 201L.; Warwick and Birmingham, 275L.—Birmingham Gas Company, 94L. 10s.—Birmingham Water Works, 20L. 15s.—*Milland Counties Herald.*

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, is as follows:—Gold bars to Hamburg, 2660 oz.; Rotterdam, 860 oz.; Gold coin to Hamburg, 1350 oz.; St. Petersburg, 580 oz.; Silver coin to St. Petersburg, 40,000 oz.; Hamburg, 34,000 oz.; West Indies, 13,400 oz.

CORNWALL ASSESSORS.—At the Midsummer Quarter Sessions for the county of Cornwall, held at Truro, on Monday, it was moved that the sessions and assizes be removed from Truro to Bodmin. Several magistrates strongly objected to the removal; and an amendment was moved, that Truro was the more convenient place. The magistrates divided, when there appeared twenty-eight for holding the sessions at Bodmin, and twenty-two for continuing them at Truro—a majority of six for the original motion.

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

METROPOLITAN PATENT WOOD PAVEMENT COMPANY.

Capital £120,000, in 6000 shares of £20 each. Deposit £3 per share.

This company, which has been introduced under very influential patronage, but which in itself is to us no proof of the value of the patent sought to be applied in this country, of introducing "wood pavement for the carriage ways of the metropolis," appears, if the principle be good, to be one which only requires an active and economic management to render successful. No longer do our advertising columns tremble with asphalte companies; the material rendered by them has been fairly subjected to the test of experience, and has failed in the accomplishment of the desired objects which were, in their several prospectuses, represented as being attainable, although for certain uses, it must be admitted, that asphalte is well calculated to supply the place of other material. Thus, being again thrown back on the use in the metropolis of granite blocks or Macadamised road ways, we are subjected either to noise, mud, or dust, by the one or other application, in addition to which the Macadamised process is attended with a very serious expense. If, then, and some proof has been already afforded, that "wood pavement" can be laid down economically, and that it will be lasting, there can be no doubt but it must come into general use, and, therefore, the prospects of a company are of an encouraging nature.

There is another company for the same object, but what are the peculiar features or advantages of each are unknown to us. A patent having been taken up in this instance, would imply an improvement; this, however, is to be seen.

NORLAND ESTATE INVESTMENT COMPANY.

Capital £100,000, in 1000 shares of £100 each. Deposit £10.

This company may be considered rather as a private than a public company, although prospectuses have been circulated, and reports made, which are open to the public, "showing an immediate return on the capital to be invested, and great prospective advantages to the shareholders." The object of the company is apparent from its title, being "to invest its capital in freehold ground rents." As an investment company, with a limited number of shares, we doubt not it will attract the attention of capitalists, who will, however, doubtless, scan the reports, and form their own judgment.

BUBBLES! BUBBLES!! BUBBLES!!!

"The earth has bubbles as the water hath,
And these are of them."

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Among the varied and interesting contents of your excellent Journal, none is more important to the commercial public, more especially of this great metropolis, than the portion of your editorial labours you devote to the examination of the pretensions and claims to support of the various "New Companies" now almost daily ushered into notice.

I do not mean to say that all of these deserve to be classed as "bubbles," but, undoubtedly, many of them are so utterly Utopian in their nature, or so obviously impracticable as to their ostensible objects, that the only wonder is how any shrewd practical man of business can be induced to embark his money in them. But so it is: some actuated by a desire to benefit by the "swindle" take shares, and cry them up in the market, but they take especial care to "get out" before the bubble bursts. Others, impelled by cupidity, dazzled by the golden visions of rapidly accumulated wealth, and seduced by the specious appearance of a few "good names" as "directors," and by "reports" and "estimates," calculated, if not intended, to deceive and delude, are thus induced to part with their money. Good easy men!—they do not discover their error until their golden prospects have actually "vanished into thin air," and the funds which they, and such as they alone, had subscribed, have been swallowed up by the projectors and their associates. Nay, sufficiently happy are they, if, in addition to the misfortune of empty coffers, they do not also discover that they have incurred liabilities as partners in the bubble, which may cause great inconvenience, if not bring down absolute ruin upon them. It is this class of speculators who have the most need of protection against bubble schemes. The former are sufficiently "wide awake" to take care of themselves. With them it is ever "a spiral to catch a herring."

I observe that you have entered, at some length, into the pretensions of one in particular of these "new companies"—the "Talacre Coal and Iron Company." You certainly have, in your analysis of their own printed prospectus and reports, shown sufficient to make a prudent man pause, at least, before he should have anything to do with this *el dorado* of North Wales, which is said to contain "black diamonds" and "iron," not by the square acre, but by the square mile!—the former "exhaustless," and the latter of "great per centage and undoubted quality for smelting!" This may be very intelligible to the disinterested gentleman "so well known in the geological world," who furnishes this "unolicited" report—and, doubtless, it is so—but to the apprehensions of a plain man like myself, who knows some little about iron-stone, and the manufacture of iron, it is sheer nominal nonsense, or, at least, but a notable specimen of the *falsus a non lucendo*.

The projectors of this scheme are too clever—too disinterested by half. They have proved too much, as the lawyers say, and thrown suspicion on their cause, and put themselves out of court, before a reflecting public. Will they state how many of their shares are taken by the capitalists and practical miners in that (Flintshire) the most mineral county in North Wales? How many stand in the names of Eytton, Douglass, Taylor, Roskell, Williamson, Mather, Harrisons, and a host of other wealthy and influential capitalists in the immediate neighbourhood, all extensively engaged in mining pursuits? How many taken by the wealthy and intelligent shopkeepers and trades people of the town of Holywell, who are almost all mine adventurers, and all well acquainted with mining pursuits? I apprehend the return will be "nil," notwithstanding the outrageous puff in the local and other newspapers, and the other "means and appliances to hand," used to force this project upon the notice of the public.

But, Sir, it is not from a searching analysis of the documents put forth by the concoctors of this scheme, nor from such facts and circumstances as appear to have been supplied to you by parties locally acquainted with the strata of the country, with the capabilities of the land in question, and well aware of the trick resorted to in order to obtain a shew of the ostensible produce of these mines—it is not from these alone that reasons for doubt and hesitation should suggest themselves to such of the public as may be inclined to take shares in these "exhaustless" mines of "iron" and "black diamonds." No, Sir, if you, and through you, the public could be indulged with a peep behind the curtain—if you could only see who and what the projectors of this scheme are—if you knew the real facts as to the nature of the original purchase, and the extent to which it is proposed to victimise the shareholders in the purchase of the property for the uses of the company, you would be, indeed, astounded at the ingrateful rapacity and the brazen impudence of parties who could so far speculate upon the gullibility of the public; and the latter would be spared the mortification of having their teeth drawn by one very clever and successful operator, and their credulity laughed to scorn by another very silly gentleman, who is by no means a novice in such matters.

Sir, I know that your strictness have not been without a good effect, that they have caused dismay in Gracechurch-street, and fear and trembling among the board of directors! I do know, that the arch-projector—the man of calculations and results—was sent far, post haste, to London, to endeavor to neutralise the effect produced by the *Mining Journal*. I do know, that for two successive evenings, a junta were engaged in concocting an answer to your strictures; and I have reason to believe, that the "laud and impudent" apology letter, signed "A Sincere Lover of Truth," which appeared in your Journal of the 6th inst., was the joint production of their small wits upon that occasion.

I observe that, since then, the scheme has been withdrawn from public notice (at least through advertisements in the newspapers), and it is not improbable that it is "gone spark out" altogether! If not, and if it should be again introduced on the public notice, I pledge myself to lift the veil, and give you and the public a peep behind the curtain, with some other particulars, which will, if I mistake not, effectively cure their coal and iron mania, as far as this particular scheme is concerned, and recall some inconvenient recollections with respect to a railway bubble, in which certain of the patrons, if not the projectors of this scheme, were deeply implicated.

For your private information, I hand you my name and address.

July 19.

ORIGINAL CORRESPONDENCE.

MUNTZ'S PATENT YELLOW METAL.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am obliged by your insertion of my letter in your last Number, and I perfectly coincide in your remark, that you have nothing to do with the disputes between my opponents and me; at the same time I am convinced that, if I were to inform you how unjustifiably I have been treated, you would not think that my remarks were any stronger than the offending parties deserved. From the interest that you have shown you feel for my invention, in common with all others, which may be serviceable to mankind at large, I think you will be pleased to learn what experiments I have made to ascertain the mechanical advantages which my bolts possess over copper bolts, and therefore I hand them to you below.

My first experiment, to prove the comparative tenacity of the two metals, was made by drawing them into wire, No. 14 gauge, through the same hole, and then weighting them until they broke, increasing the weight half a pound each time, and the result was, the copper broke with 93 lbs., and the patent metal bolts with 137 lbs.: both metals extended in length before they broke, but the copper extended the most, and of course was the most reduced in thickness. I repeated the experiment several times, which was each time attended with the same results. The second experiment was, by breaking some 1½-inch bolts of copper and yellow metal in Bramah's press, when the copper broke with 12½ tons, and the metal with 18 tons; and what is of more importance, the copper reduced to three-quarters of an inch diameter before it broke, whilst the metal was not perceptibly altered in thickness. I have also made experiments upon the comparative resistance with a cross strain, the result of which I have not here to refer to, but I well recollect that it exceeded double what copper would support.

By these experiments, and the proofs of the durability I referred to in my last letter, it is clear that yellow metal bolts combine the best qualities of iron and copper—a desideratum which, before my discovery, every ship-owner would have thought worthy of his notice, even without the reduction in price which I afford to him; the misrepresentations, however, respecting them, added to the uncertainty of having the vessels registered by Lloyd's A. 1 twelve years, for a time were the cause of a small proportion being used, but the length of time the bolts have now been proved, and the vessels built with them being now regularly registered, as above-named, the consumption of them has been gradually and steadily increasing for some time, and they will, doubtless, speedily supersede copper entirely. Many ship owners believe that their superior strength and hardness will eventually be a sufficient reason for extending the registry A. 1 twelve years, to a longer period, in consequence of such extra strength and hardness giving the vessel greater strength.

Yours very respectfully,

BRITON-FERRY-HOUSE, NEATH, July 15.

G. F. MUNTZ.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your late Numbers I observe that much attention has been given to the increasing applications and uses of a valuable, but hitherto comparatively neglected metal, zinc—respecting which, the labours of your correspondents have accumulated a useful body of information, notwithstanding the very opposite views which they have taken of one branch of the subject. The very peculiar properties of zinc, its want of malleability at ordinary temperatures, and the ease with which it may be volatilised, have long contributed to embarrass the use of this metal, and it may be considered an important triumph of practical science to have at length overcome these difficulties, and brought it into such extensive and increasing application as is now the case.

One of the most interesting alloys of zinc is the "yellow metal" patented by Mr. Muntz, and now getting into considerable use for sheathing and ship's bolts, and lately mentioned in your Journal as being "very superior" for that purpose. This commendation has elicited some remarks from a correspondent, "D. N.," tending to throw doubt on the strength and durability of the alloy, as after "the yellow metal sheathing has been in contact with sea water for some time the metal becomes very brittle, from the circumstance that the salt water destroys the zinc." He further remarks (which is indeed very evident), that should the same action take place with the bolts, when a vessel is labouring in a heavy sea, they may be unable to sustain the stress, "and the ship speedily go to pieces." As the objection here advanced is of a most serious nature, and as it is quite certain that any galvanic action taking place between the particles of the alloy would be capable of producing the effect described, it may be worth while to inquire into the circumstances under which alone anything of the kind could happen, and to see whether they are at all likely to occur in practice.

The "yellow metal" being an alloy of copper and zinc, is of course a species of brass, and it is well known that inferior brass occasionally exhibits an extraordinary want of cohesion—in fact, almost as weak and brittle as sealing-wax. Hence, then, may be derived an *a priori* assumption that the yellow metal may possess the same defect, and, if so, be very unfit for ship's bolts. A little examination into the subject will, I apprehend, set the matter very satisfactorily at rest.

When a perfect alloy is formed between two metals, an entirely new substance is formed, which, while it partakes of the properties of both its components, has also properties of its own, distinct from either. The alloy is in fact a perfectly homogeneous mass, which, were its compound nature unknown, might rank as a separate and independent metal. Such is the nature of all definite metallic compounds which have been formed with due care in the manufacture, and the value and durability of many of them must be too well known to require remark. In the case of the fragile incoherent brass, before noticed (which of course but rarely occurs), it is evident that no chemical union of the metals has been effected, that some gross fault or inattention has existed in the manufacture, causing the mass to be permeated by particles of uncombined metallic zinc, which not only do not adhere to the copper, but on becoming oxidized by the action of the atmosphere or water in all probability are subject to a galvanic action, which actually separates them. Thus, instead of a homogeneous mass, held together by the force of chemical attraction, we have particles of two metals placed in mechanical juxtaposition, but acting upon each other with a repulsive and not a cohesive power—circumstances under which the slightest disturbing cause must occasion them to fall to pieces.

A moment's consideration will show that defects like the above can only take place through gross fault or inattention in the manufacture, and accordingly we find that in practice it has been a thing of exceedingly rare occurrence. In a definite compound, as the "yellow metal" is stated to be, if manufactured with ordinary attention, nothing of the kind could ever take place; and from the great success it appears to have met with, and the severe trials to which it has been exposed when used for bolts and sheathing, it is evident that there is no need whatever for apprehension. Admitting the possibility of a weak and incoherent alloy being formed, either from false proportions in the metals, or inattention in the process, it is evident that the manufacturer can interpose adequate and abundant checks upon such a contingency, and that the strongest feelings of self-interest must prompt their adoption.

I remain, Sir, yours, &c., &c.

JOHN'S TERRACE, HACKNEY ROAD, July 17.

FREDERICK BURR.

ON THE MANUFACTURE OF ZINC.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having read the letters "On the Manufacture of Zinc," in the last *Mining Journal* (why not give it the revised name of *Spelter*?), I shall content myself with re-stating my opinion. The consumption of spelter in this country may be 4000 tons; and in order to obtain a home production of this quantity, we must compete with a foreign production of 20,000 tons. The latter has been sold at 7L. 9s. and 10L. per ton, without any apparent cessation of production, whilst in this country spelter has never been sold at a less cost than 1L. 1

tions of spelter only, would cause such a reduction in price as would entail loss on the home produce, without incapacitating the foreigner. I must admit the importance to the calculation of an increase in the consumption, but the parties should show a probable increase of at least 10,000 tons, instead of 1000, as shown in Mr. Richards's valuable tables. In my last letter I took it for granted the increase in this country was to be in rolled spelter or sheet zinc, that being the largest item in the consumption; and I really cannot conjecture in what other form the extension talked of can occur, as the brass trade is too steady and weighty an affair to be acted on as quickly as the case would require. With respect to sheet zinc, I can positively assert that it is going out of use for many purposes, although it may increase by its application to new objects. To expect the increase by driving the foreigner from foreign markets is a folly, of which I do not expect "H. E." to be capable. I have known calamine contracted for on the continent at equal to 12s. per ton, and have been informed, on authority, that coals in some spelter districts are obtained at 6d. and 1s. per ton. In fact, the advantages of the foreigner in ore, coal, labour, and even freight (allowing them to be deficient in skill—which, by the bye, I very much doubt), are overwhelming—too much so to be overcome by the skill which "H. E." means to introduce into the smelting here. Notwithstanding I have doubted the value practically of his previous statements, I shall be happy to profit by the paper promised in the next *Mining Review*; and allow me to say, I should rejoice equally with yourself in seeing a permanently higher value given to the ores of zinc in this country. I believe, however, I am doing a service in endeavouring to sift the very crude statements I have seen propounded, "with authority," in your very useful and respectable Journal.

I am, Sir, your obedient servant,

London, July 15.

A METAL MERCHANT.

P.S. It is only fair to "H. E." to allow that a manufacture of spelter, at a cost of 10/- per ton, as shown by his calculation, would most probably defy foreign competition, as far as the home consumption is concerned, protected by a duty of 2/- per ton; but if ever he can prove his data for such a calculation, I maintain the advanced value of the ores would defeat it in less than twelve months. We know the doubtful value of contracts in such a case—but allowing their value, they are not a proper subject of argument respecting a permanent trade.—I have used round numbers in my statement of quantities, but this will not affect the argument.

(We fully concur with "A Metal Merchant" on the advantages which may be derived from "sifting" the matter, and our readers will, we are assured, with ourselves, feel indebted to him for his communication. Feeling an interest in the subject, we shall look with some anxiety for the reply of "H. E." who is "flatly contradicted" in some parts of his statements, while doubts are thrown on the correctness of others. We shall be glad to find the controversy carried on with the same spirit which has been hitherto evinced, and that, through the medium of the *Mining Journal*, either "A Metal Merchant" or "H. E." may be set right, while "A. H.'s" representations, although not referred to directly, are, we consider, equally compromised by "A Metal Merchant." We give credit to our correspondents, believing them to be actuated by the best motives, although we must say the former letter of "A Metal Merchant" had very much the appearance of being written with a particular object. We leave the question between them, while our readers will have the benefit of a discussion which, in one way or other, must be of advantage, as either establishing the correctness of the views of "A Metal Merchant," or of those entertained by "H. E."—ED. M. J.)

BRITISH GALVANIZATION OF METAL COMPANY.

DIRECTORS.

Joshua Jones Ashley, Esq.
John Harman, Esq.
John Howard Ryan, Esq.

Edmund Henry Labott, Esq.
Thomas Sorrell, Esq.
Angelo Solar, Esq.

BANKERS.—Messrs. Ashley and Son, Regent-street; Sir Charles Price, Bart., and Company, King William-street, Mansion-house.

SOLICITORS.—William Paterson, Esq., 6, Old Broad-street; Thomas Jones Mawe, Esq., 4, New Bridge-street.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I shall esteem it a favour if you will trouble yourself to make some inquiries respecting the proceedings of a company, called the "Galvanization of Metal Company," founded about a year and a half ago, on which 2/- deposit has been paid. The prospectus stated that there would be a meeting of shareholders on the second Wednesday in July, 1839, which has not taken place, nor have I heard anything satisfactory since I paid the deposit. The offices of the company, which were at 83, Cornhill, have been removed I know not where, nor can I learn where any of the directors reside, having had a letter returned to me to-day by one of them.

Your answer will much oblige, yours, &c.,

A SHAREHOLDER.

[In answer to our correspondent's inquiries respecting the affairs of this company, we would recommend him to apply to the solicitors, who will, doubtless, afford the information he asks for.—ED. M. J.]

FATAL ACCIDENTS IN COAL MINES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—It appears that my letter, inserted some weeks since in your Journal, has done some good, as we have since been favoured with several letters on the zinc manufacture—this, Sir, is the province of your Journal, to give us original articles and information. We do not want stale paragraphs that have gone the round of the country press, and I for one wish to see your Journal established and standing forth as a scientific work of authority, and not made simply the medium of advertising public companies and their operations. How is it, Sir, that this very important subject—for it involves the question of safety of human life—has been so long lost sight of by you and your correspondents? I remember at one time we had long communications from Dr. Clancy, Mr. Upton, Messrs. Burrell, and others—the security of the "Davy Lamp" was impugned, but where are all the discoveries and improvements proposed? The "Evidence on Accidents in Mines" might, I think, again be well consulted by you, and I doubt not but that Mr. Buddle, Mr. Suppith, or other coal viewers, would offer through the medium of your columns practical suggestions, were you to hold out encouragement by setting the example. I know you will excuse me for being abrupt in speech, but I am your sincere well-wisher.

J. B. D.

Cheapside, July 19.

Our correspondent, "J. B. D." rates us pretty soundly. We are happy at all times to receive the suggestion of our "well-wishers," and to give insertion to the communications of correspondents. This, we think, is sufficiently manifest by a reference to our columns. "J. B. D." may have certain notions, but those are not universal, and it is our duty, as it is our desire, to please the many.—ED. M. J.]

ACCIDENT AT WALLSEND COLLIERY.

JUNE 18, 1835.

We have been favoured with the following statement of the fund raised for the families of the sufferers from the above dreadful accident—

	£ s. d.
June 18.—To cash, balance of last year's account	909 13 28
July 9.—Dividend on 1800 10s. fid. stock	13 14 10
Sept.	
Jan. 10.—Ditto	13 14 10
Oct.	
June 18.—By cash paid to weekly allowances to widows and children of sufferers, and to mothers dependent on them	312 18 0
By cash paid for advertising, and printing and delivering circulars	2 2 6
By balance	678 1 16
	£ 0 0 16

June 18.—To cash in hand, £978 1s. 8d. W. H. SWAN, Treasurer.

"NOTICE, OR ALARM GONG.—A very ingenious instrument has been invented by Captain George Smith, R.N., intended to give warning of the approach and to announce the course a steamer is sailing on in a fog. It consists of a gong, on which a hammer is made to strike, every ten seconds, a certain number of blows, by a very simple machinery, according to the course the vessel is sailing on. For example, if she be sailing north, the gong is struck once; if east, twice; if south, thrice; and if west, four times, every ten seconds. By this systematic method, the position, course, and proximity of a steamer will be clearly announced to any other vessel. In rivers, Capt. Smith proposes the vessel to sail single seconds every ten seconds, which would be sufficient to give warning.

MINING CORRESPONDENCE.

ENGLISH MINES.

FERRAN CONSOLIDATED MINING COMPANY.

*July 13.—*To-day we have held our monthly setting, and have again set Windus's Flat-rod engine-shaft to sink below the twenty-five fathom level. The lode in the twenty-five fathom level, going east of the engine-shaft, is four feet wide; it is composed of a soft white spar, stones of mudi, some jack, and a layer of about one foot wide—rich for lead. The appearance here, both in the lode and strata, are of the most encouraging description. At this level, going west of said shaft, the lode is two feet big, with lead, mudi, and jack, mixed in spar, &c. At the fifteen fathom level the lode is three feet wide, producing rich stones of lead. In the tribute department, above the fifteen fathom level, the ground, as you suppose may, is fast taking away, but we hope shortly to have some good tribute ground to set at the twenty-five fathom level.

RICHARD ROWE.

ST. MARY MINING COMPANY.

*July 13.—*In the eighty fathom level cast the lode is one foot wide, and have broken one ton of ore from this end during the week—the lode is still very promising. In the eighty fathom level west the lode is eighteen inches, poor for ore. In the seventy fathom level west the lode is ten inches wide, ore of excellent quality. In the seventy fathom level east the lode is two feet wide, one foot of which is ore; this end has never looked half so promising since its commencement from the shaft. In the sixty fathom level east the lode is one foot wide, with stones of ore. In the winze, bottom of sixty fathom level west, the lode is eight inches wide—good ore.

C. H. RICHARDS.

GWINNEAR MINING COMPANY.

*July 13.—*In the thirty fathom level east the branch of tin is four inches wide, and very good. In the twenty fathom level east the ground is good, with branches of tin. In the ten fathom level east good ground, with stones of tin. The tributaries are working well.

C. H. RICHARDS.

HOLMBOE MINING COMPANY.

*Stoke Classland, July 15.—*In driving west of the cross-cut, at the 100 fathom level, the lode presents a very encouraging appearance, the largest part of which is now about one foot wide, composed of mudi, spar, and copper ore; there are also other side branches, of good quality, which apparently are concentrating, and when united may expect to form a rich and productive lode. In driving west of the engine-shaft, at the eighty fathom level, the lode is still disordered, as we have not as yet got beyond the influence of the cross-course. The seventy fathom level west, and the winze sinking below this level, are not quite so productive as last reported. In driving west, at the sixty-two fathom level, the lode is about one foot wide, and worth two tons per fathom. The lode in the stopes at the back of this level is still a rich course of ore, two feet wide, and worth about six tons per fathom. The forty and fifty fathom levels west are at present suspended—the former pair employed sinking a winze from the sixty to the seventy fathom level. The latter is employed rising from the back of the eighty fathom level, against the winze going down from the bottom of the seventy fathom level. Above the stopes in the back of the forty fathom level is a good course of ore, about twenty inches wide, and worth from four to five tons per fathom. The tribute department is much as last described, upon the whole looking well. We expect to sample at Calstock quay, on the 22d, and two following days, about 170 tons of copper ore.

F. PHILLIPS.

UNITED HILLS MINING COMPANY.

*July 16.—*In the adit level the lode is three feet wide, with stones of ore. In the ten fathom level the lode is two feet wide, producing a small quantity of ore. In the twenty fathom level the lode is one and a half foot wide, poor. In the twenty-seven fathom level no more lode discovered in driving south as yet. In the thirty fathom level, winze west of diagonal shaft, the lode is four feet wide, good ore. In the eastern shaft the lode is 30. 6ia. wide, one foot good ore. In the thirty-six fathom level no lode is broken in either of these ends, east or west of Turtion's shaft, since last reported. In the forty fathom level, in driving east of Williams's, the lode is four feet wide, eighteen inches on the north part producing some good ore. In the stopes the lode is five feet wide, ore throughout. In Williams's shaft the lode is five feet wide, three feet ore of a fair quality. Sampled this day 281 tons of copper ore.

C. PENROSE.

TINCROFT MINING COMPANY.

*July 10.—*I am glad to say that we are proceeding very steadily and satisfactorily in sinking the engine-shaft under the 142 fathom level; the lode is large, and very good for tin. The lode in the 142 west is about the same size and quality as last reported. East end, same level, the lode large, yielding tin stuff, and kindly. The 135 west has very much improved for since my last; the end is now worth from 20/- to 30/- per fathom, and more promising than I have ever seen it since it left the shaft. The 120 west, immediately over the last-named level, is very kindly; no doubt we shall get into the same run of ground as is in that level, as we extend west; the tin ground inclining east is going down. The 110 east continues to yield good work for tin, and is very promising. The stopes in the back of the 110 fathom level east have very much improved for tin in the last day or two, and promises to continue. In the ninety east the lode is large, yielding some tin stuff, and kindly. In the eighty-one fathom level east the lode is four feet wide, two feet good work for tin and copper ore. In the seventy-two ditto the lode is four feet wide, yielding two and a half tons of copper ore per fathom. In the winze sinking under the seventy-two the lode is two feet wide, good work for tin and copper ore, worth nearly 20/- per fathom. In the fifty-eight east the lode is two and a half feet wide, fair quality work for tin, with some copper ore. Our pitches continue much the same as usual.

W. PAUL.

CORNISH MINING COMPANY.

*Chiverton, July 16.—*Our engine-shaft still continues hard; we are seven fathoms below the forty fathom level. We set last Saturday six feet to drive in the forty fathom cross-cut south; as there is more water proceeding from this level, we expect we are coming near a lode. The forty fathom level west, on Chiverton lode, the lode is looking promising, though not rich. The thirty-two fathom level east, on south lode, is looking well, particularly in the bottom of the level. We have broken some fine work from this level in the past week. The same level west, on Chiverton lode, still continues with lead, though the lode is small. We have now dressed 57 tons; undressed, 31.—Total, 88 tons.

JOHN BORLASE.

TAMAR SILVER-LEAD MINING COMPANY.

*July 15.—*The lode in the bottom end, going north, and in the winze sinking on this end, is just as last reported. The lode in the 105 fathom level, going south, is about two feet and a half wide, very promising, and all saving work. We are passing through good tribute ground in the ninety-five fathom level going south, and the lode is equally as rich as last reported. Driving south, at the eighty-five fathom level, the lode is still very kindly, and good saving work. In the south end, at the seventy-five fathom level, the lode is a foot big, producing silver-lead ores. We propose sampling on Monday next about the same quantity as last (fifty-five tons), and I am happy to say it will be of better quality than what we have lately sampled.

MARK JAMES.

POLDRENN MINING COMPANY.

*July 13.—*In presenting you with a report of this mine, I beg to state that the ground in the thirty-two fathom level cross-cut, driving south of Vice's shaft, continues just as usual (rather hard); it is now driven towards Duran's lode ten fathoms and three feet. At the twenty-two fathom level going west of Vice's shaft, on Duran's lode, I am glad to say that it is resuming a much kindlier appearance than it has been for several fathoms past—the lode having been small and unproductive, and although now small, it is rich, and letting down an abundance of water, which will drain (as it approaches) some of our best ground almost immediately over, at the twelve fathom level. At the same level driving east, on Duran's lode, it is about eight inches wide, and producing some very good work for tin; this end is also presenting more cheering prospects, and as we are approximating towards a large cross-course, we have every reason to believe that we shall meet with some valuable tin ground in this direction. At the twelve fathom level driving west of Williams's shaft, on Duran's lode, it is six inches wide, and yielding some good work for tin. The winze sinking from the twelve to the twenty-two fathom level, we expect will be hoisted in the course of next week; this, when drawn, will greatly ventilate the twenty-two fathom level, and as well enable us to set some tribute pitches both east and west of the said winze. The prospects in our tribute department remain just as has been reported to you for some weeks past. We have this day sold to Caledon and Caledon smelting-houses 6 tons 12 cwt. 3 qrs. 11 lbs. of black tin, for which we received 20/- 10s. 4d., as was advised by you this day's post.

R. ROWE.

BRUNSWICK CONSOLIDATED MINING COMPANY.

*July 13.—*In driving north, at the seventy fathom level, the lode appears to be gradually improving, both in size and quality, being from six to eight inches in width—good work for silver-lead ores. In the south end the lode is about six inches big—saving work. In extending east and west on Johnson's tin and copper lode, of this level, nothing new can be reported. In the sixty fathom level south the men are driving the hole, no part of which has been broken down in the past week. Johnson's whin-shaft is sunk eight fathoms four feet below the sixty fathom level; the lode here is about four inches big, and good work for lead. At the north end, in driving south on the course of the silver-lead lode, at the twenty-five fathom level, we are still passing through a favourable strata of ground; the appearance of the lode continues much the same (promising), being about one foot in width, yielding a little ore; there is also a large quantity issuing from the lode, which indicates it to be of a hollow nature. Captain Rowe has recommended the continuance of our present course of working at this part of the mine until his

next visit. As you are aware these materials are wasted at the south mine, and that no time should be lost in sinking Johnson's Flat-rod engine-shaft, we have the loan of a pump from the adjoining mine (Holmbush), which will suffice for the present month, when we expect to make alterations required in the pitwork. We sampled on Friday, the 12th inst., two parcels of silver-lead ores, computed 27 tons 18 cwt. 3 qrs. dry weight, viz.:—No. 1, 13 tons 9 cwt. 2 qrs.—No. 2, 14 tons 13 cwt. 1 qr.

SAMUEL HARPER.

MUNSTER UNION MINING COMPANY.

At the request of the board of directors of this company, Mr. Adam Murray, jun. (who had been inspecting mining concerns in Cornwall), proceeded to Ireland to inspect and report on the mines and proceedings at the works of this company. His report is as follows:—

*Bunesshall, County of Cork, July.—*These mines are situated in the southwestern part of the county of Cork, a country very favourable to mining enterprise, on account of the strong impregnations of copper at the surface, and the facilities which the strata afford to mining purposes, the inclination of these rocks being nearly vertical (whilst in Cornwall they are generally more horizontal)—a circumstance decided in favour of this unexplored country, as it will facilitate the sinking of shafts to a considerable depth before the use of pumps will be required. Captain John Kitto is of opinion that he will be able to sink to the eighty fathom level, or even deeper, before any pumps will be found necessary. It may be useful to make a short digression about the strata of the vicinity, by way of preface, before entering into a description of the workings. The layers, or stratification, is in a north of east, and south of west direction, having nearly a vertical dip inclining northward; it is of various colours, chiefly light blue and buff colour, varying to dark grey, purple, and light green; these colours are generally in courses with the direction of the strata, which is chiefly of an argillaceous composition, having a deficiency of quartz veins, though in the direction of some lodes, there are a great many of them. In some places the strata

RAILWAY INTELLIGENCE.

BIRMINGHAM AND DERBY RAILWAY.—This railway will be opened to the public on Monday, the 12th of next month.

MANCHESTER EXTENSION RAILWAY.—The preamble of this bill has been proved in the committee of the House of Commons.

AYLESBURY RAILWAY.—The number of passengers booked at the Aylesbury station, for the up journey, during the first four weeks that this line has been opened, has exceeded 3000. A considerably larger number have come down the railway.

NEWCASTLE AND CARLISLE RAILWAY.—The receipts upon this line last week amounted, we have been told, to 1900/-.—*Newcastle Chronicle*.
EASTERN COUNTIES RAILWAY.—Return of passenger traffic on the portion of the line now opened from Devonshire-street to Romford, from the 20th of June to the 10th of July, 1839.—June 20 (opening day), 1415; 21, 580; 22, 393; 23 (Sunday), 2075; 24, 1345; 25, 894; 26, 686; 27, 715; 28, 412; 29, 471; 30 (Sunday), 3643; July 1, 957; 2, 859; 3, 1027; 4, 908; 5 (Friday, Fairlop fair), 3048; 6, 1022; 7 (Sunday, Fairlop fair), 6382; 8, 983; 9, 640; 10, 845.—Total, 29,502 passengers conveyed on the railway during the first three weeks.

DERBY AND NOTTINGHAM RAILWAY.—The Midland Counties Railway Company have been doing an immense business on this portion of their line now open to the public during the past week. Extra trains have run since Saturday from Nottingham to Beeston, in consequence of it being Beeston wakes. One evening last week one of the engines brought down (we believe) the longest train known yet, there being fifteen carriages, each as well filled as it could be. In two instances this week, 340 persons went with one of the trains, even the tender being occupied; and 3000 persons passed between Nottingham and Beeston in one day. We understand that many farmers make use of the railway in preference to bringing their own horses.—*Derby Reporter*.

CHESTER AND CREWE RAILWAY.—On Thursday, the directors of this line inspected the works from Chester to Crewe, and passed about five miles along the permanent way in wagons. We understand that they were highly gratified at the progress and execution of the works, which do credit to the contractors, Mr. Brassey, and Messrs. Jackson and Bean, who have the construction of the line. In a cutting at Tiverton a plough is used by Messrs. Jackson and Bean, for breaking up the clay, by which the labour of a great number of men is saved, and the earth is more rapidly removed. In that cutting, a stratum of very pure gypsum has been found, a specimen of which lies at our office. This mineral in its powdered state, is very valuable as a manure for clover and grass; when burnt, it becomes plaster of Paris, and enters largely into the composition of Roman cement. From the progress of the works no doubt is entertained that the whole line will be open to the public next spring.—*Chester Courier*.

GLASGOW, PAISLEY, KILMARNOCK, AND AYR RAILWAY.—Messrs. Stark and Fulton have completed two locomotive engines, which have been shipped for Troon. They are in every respect beautiful specimens of workmanship, and finished in the highest style; they have been named the *Mercy* and the *Mazeppa*, and from the manner in which similar engines, by the same makers, have been performing on the Midland Counties and other railways in England, there can be no doubt of their capabilities. We understand that 300 passengers have been frequently carried at thirty miles an hour by one of Mr. Stark's engines. The private opening of the line took place on Friday last, the 19th inst.; it had been contemplated for Tuesday, the 16th, at which time the road was completed from Ayr to Irvine, but some necessary preliminary arrangements caused it to be postponed to the Friday.

MANCHESTER AND LEEDS RAILWAY.—We understand that, notwithstanding the wet weather of last week, which certainly prevented travelling for pleasure, to a great degree, the passenger traffic on this line between Manchester and Littleborough, its present extent, has continued to be very good; averaging during last week about 2100 daily; and on Monday last, the weather being finer, it exceeded 2300. There can be little doubt, when the weather is more settled, and the line more extensively known, the number of passengers daily will average at least 2500.—*Manchester Guardian*.

ABROATH AND FORFAR RAILWAY.—One of the afternoon trains on the 4th inst. brought from Forfar, with a single engine, no less than forty-three wagons, loaded with timber and pavement, and two carriages, containing forty passengers. The gross weight of the goods' train amounted to 232 tons. This is an achievement to which no parallel can be found in the annals of railways.—*Abroath Herald*.

RAILROADS IN BELGIUM.—We are assured that the negotiations between the government and the assignees of Mr. John Cockerill are terminated, and that the Minister of Public Works intends to make Seraing the general and sole manufactory for everything necessary for the continuation, &c., of the iron railroads. The compact, it is said, is drawn up in such a manner as not to require the approbation of the Chambers, the two ministers who have drawn it up having confined themselves to the limits of the votes of credit, which they suppose will be annually given for the iron railroads. This cannot be admitted; for if such an establishment is purchased by the state, the minister cannot apply the sums voted for the iron railroads to the payment of real property, the purchase of which has not been legally sanctioned. In such a case the Treasury would incur risks which cannot be recovered by the responsibility of the ministers. A fire or an inundation might destroy Seraing and all it contains. Who then would insure for the loss, if the acts of ministers had not been ratified by a law?—*Brussels paper*.

RAILWAYS IN GERMANY.—That part of the Taunus Railway which lies between Frankfort and Höchst was opened on the 7th inst. The first train started at five in the morning. The two places, formerly two hours asunder, have been brought within a distance of eight minutes of each other. On the same day (the 7th) the Emperor Ferdinand's Railway, from Vienna to Brunn, a distance of about nineteen German (eighty-five English) miles, was opened with great solemnity. The first train performed the distance in a few minutes over four hours. The day appears to have been celebrated, particularly at Brunn, as a civic feast, and the tickets which had been sold were disposed of by the first purchasers of them at a considerable advance, to those who were anxious to be able to boast that they had been among the first travellers by the new railway. We regret to find that the day did not pass over without an accident. In the evening, as one of the returning trains had stopped at a station to take in water, the locomotive engine of the train next in succession ran into the hindmost carriage, by which means several persons were seriously hurt, though none dangerously. The engineer to whose carelessness the accident was attributed, was immediately placed under arrest.

LONDON AND BIRMINGHAM AND GRAND JUNCTION RAILWAYS.

We are glad to learn that the directors of both these companies, being desirous to give every possible dispatch to the mails, have lately been exerting themselves to this end with praiseworthy zeal, and that the result of their consideration and efforts is, that an extra day train shall be put on from London, leaving Euston-square about half an hour before the mail (which starts at 10m. a.m.) consisting only of six inside or first-class coaches, and conveying, besides all the gentlemen's private carriages and horses, hitherto dispatched by the mail train, and which, by the way, have been one great cause of the delay of the mails on many occasions. The Grand Junction Company continue this extra train from Birmingham to this town and Liverpool, the down-train leaving Birmingham at 2h. 15m. p.m., and the up-train leaving Manchester at 3h. 15m. p.m. In future, therefore, no private carriages or horses will be conveyed by the day mail trains between here and London; and it is expected that this change will expedite the mail train from half to three-quarters of an hour between Manchester and Birmingham. This extra train started yesterday, leaving London about nine o'clock in the morning, and Birmingham at a quarter past two afternoons; it reached Manchester about five minutes before six last evening, being rather less than nine hours on the journey. The mail train left London at half-past nine morning, and Birmingham at three afternoons, and reached Manchester precisely at seven o'clock last evening, being exactly four hours between Birmingham and Manchester. It consisted of fourteen of the railway carriages; and some idea may be formed of the relief afforded it by the extra train, when we state that the latter brought yesterday fourteen private carriages and horse boxes, in addition to its own specified number of railway carriages, all of which must otherwise have been brought by the mail train, which would then have consisted of twenty-eight carriages of various sorts, a number which we need not say would materially have lessened the speed of that train. There can be little doubt that the alteration, besides giving another train (which is a public convenience), will thus be of great advantage to the regularity of the mail arrivals, and consequently to the convenience of the commercial community generally.—*Manchester Guardian*.

ATMOSPHERIC PRESSURE APPLIED TO RAILROADS.

Clegg's patent is about to be carried into effect immediately on the Birmingham, Bristol, and Thames Junction Railway. This line of road seems peculiarly adapted to develop the true and powerful qualities of this simple and beautiful invention, which, with a command of power for propelling machinery on railways is of a most economic character. There has been a contract entered into between the directors of this company and the proprietors of the patent (Messrs. Samuda), which is likely to prove advantageous to the shareholders, and also to the great portion of the public, who are so highly interested in the advancement of the internal traffic of this country by means of a good system of railways. The leading points of advantage which the principle of atmospheric pressure possesses over the steam power, are security against the carriages being forced off the rails, and the impossibility in any explosion, firing, or collision of the machines taking place. The expenses of construction, working, and repairing the railway, are among the great considerations which this invention offers to the public. The preparatory works are in a state of activity on the railway above-mentioned. These works are superintended by Messrs. Samuda, the engineers to this patent. The portion of this line of railway which has been chosen for the demonstration of this new application of natural power is from the Uxbridge-road to the Great Western Railway, which the contractors have determined shall be opened on the first day of next November to the public, when a fair estimate of its capabilities may at once be formed, by any person of ordinary judgment. The portion of road taken up for the demonstration is an inclined plane of one foot in 120, which is in the proportion of twenty feet rise in a mile and a half, and this offers a resistance which no steam power can overcome. This part will be laid down on such a scale as to be capable of transmitting goods of all kinds, to the amount of 3000 tons per day, without any occasion for insuring them against fire, this formidable element not being employed in any way to aid the motive power; and, consequently, there will be neither smoke, dust, nor ashes, to annoy the passengers, and these are justly complained of at present as great sources of annoyance. This is the same invention which, when in its embryo state, we described, when its principles were explained and its power demonstrated, before several of the cabinet ministers and leading men amongst the capitalists and scientific persons, who expressed their admiration of it in very unequivocal language.

NORTH UNION RAILWAY.—We are happy to learn, upon the best authority, that up to the present time the receipts for passengers and goods, at the office of this railway, have been gradually and progressively on the increase, with a fair prospect, now that heavy goods are conveyed, of a still further important addition to the proceeds.—*Preston Chronicle*. It appears that the increase in the net receipts during the last three weeks, as compared with the first, is 19411.; and in the number of passengers, 4752. The weight of merchandise traffic between Parkside, Wigan, and Preston, from the 1st to the 30th of June, both inclusive, was 2238 tons; being upwards of 74½ tons daily.—*Preston Pilot*.

SALE OF BLACK TIN.

Sampled July 12, and sold at Andrew's Hotel, Redruth, on the 16th.

Mines.	Total.	Total.	Price.	Each Pail.	Total Amours.	Purchase.
			d. s. d.	d. s. d.		d. s. d.
Charlestow U.M.	9	45	17	6	418 17 6	Trethellan.
.....	17	48	0	0	810 0 0	Trewheth.
.....	40	0	0	0	350 0 0	Angarrack.
.....	31	30	0	0	97 10 0	Trewheth.
.....	23	19	0	0	43 0 0	Angarrack.
	492	51	2	6	1130 12 9	
Wheat Budnick ..	24	51	2	6	288 8 0	Angarrack.
.....	11	45	0	0	493 0 0	Trethellan.
.....	4	45	0	0	180 0 0	—
.....	9	30	5	0	72 10 0	—
	244	114	17	6	1721 17 6	
Wheat Kitty.....	11	44	0	0	484 0 0	Angarrack.
.....	7	40	7	6	292 12 6	Trethellan.
.....	14	38	0	0	67 11 6	—
.....	1	34	2	0	84 7 0	—
.....	40	17	6	0	40 12 0	—
	214	114	18	0	990 0 0	Angarrack.
Carsize Consols ..	14	46	12	0	638 15 0	Trethellan.
.....	9	30	0	0	70 0 0	Trewheth.
	16	46	12	0	70 0 0	
Poigooth ..	132	43	15	0	606 3 9	Trewheth.
.....	11	42	7	0	63 11 0	Angarrack.
	143	143	15	0	606 3 9	
Rock Mines ..	102	49	0	0	329 8 0	Trethellan.
.....	29	48	0	0	188 11 3	—
.....	6	30	10	0	19 15 0	Angarrack.
	138	138	15	0	607 15 0	
St. Endor Consols	71	46	0	0	345 0 0	Trewheth.
.....	9	42	17	0	117 12 0	Angarrack.
	80	161	18	1	483 18 1	
Poldice ..	51	42	10	0	238 15 0	Angarrack.
.....	15	27	0	0	49 10 0	Trethellan.
.....	1	26	10	0	36 10 0	—
.....	5	36	10	0	97 7 6	—
	82	82	15	0	388 9 0	Trethellan.
Bisnow Bridge ..	6	85	2	6	701 0 0	Trewheth.
Tincroft ..	6	43	19	0	73 0 0	Trewheth.
.....	3	26	10	0	73 0 0	Trethellan.
	8	70	2	0	254 0 0	
Carnon ..	24	32	2	6	130 6 8	Trewheth.
.....	12	40	10	0	81 10 3	Angarrack.
.....	2	44	12	0	33 11 3	Trethellan.
Wheat Joan ..	1	14	42	0	50 0 0	Trewheth.
	179	478	15	7	4798 19 7	

SALE OF COPPER ORES AT TRURO.

Sampled July 3, and sold at Pearce's Hotel, Truro, July 18.

Mines.	Total.	Price.	Purchase.	Mines.	Total.	Price.	Purchase.
Treaswain	116	4 18	—	Hallibuton.	58	1 10	—
.....	105	5 14	—	Victoria.	5	6 11	—
.....	106	3 10	—	W. Williams.	5	6 11	—
.....	107	4 17	—	P. Grenfell.	5	6 11	—
.....	108	4 7	—	W. Williams.	5	6 11	—
.....	109	5 14	—	Cook's R.R.	70	2 11	—
.....	110	4 17	—	Fremes.	64	3 9	—
.....	111	4 17	—	English Co.	64	3 9	—
.....	112	4 17	—	Freemans.	64	3 9	—
.....	113	4 17	—	Freemans.	64	3 9	—
.....	114	4 17	—	Freemans.	64	3 9	—
.....	115	4 17	—	Freemans.	64	3 9	—
.....	116	4 17	—	Freemans.	64	3 9	—
.....	117	4 17	—	Freemans.	64	3 9	

COURSES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
BANK STOCK, 5 per Cent.	1911 1	189 99	189 100	189 99	189 99	189 99
2 per Cent. Red. Anns.	921 2	921 4	921 4	921 4	921 4	921 4
3 per Cent. Consols	92 14	91 12	91 12	91 12	91 12	91 12
2 per Cent. Anns.	1818	—	—	—	—	—
2 per Cent. Anns.	1725	—	—	—	—	—
2 per Cent. Red. Anns.	180 100	99 9 9	99 9 9	99 9 9	99 9 9	99 9 9
New 5 per Cent. Anns.	992 12	992 12	992 12	992 12	992 12	992 12
New 5 per Cent.	—	—	—	—	—	—
Long Anns.	1800	141	141	141	141	141
Anns. for 50 Years	1850	141	141	141	141	141
Ditto	1850	141	141	141	141	141
India Stock, 10% per Cent.	—	—	—	—	—	—
South Sea Stock, 5% per Cent.	162 12	—	162 12	—	162 12	—
Ditto Old Anns. 5% per Cent.	—	901	—	901	—	901
Ditto New Anns. 5% per Cent.	—	901	—	901	—	901
5 per Cent. Anns.	1751	—	—	—	—	—
India Bonds, 1 per Cent.	27 59 p	18 15 p	18 20 p	18 24 p	18 24 p	18 25 p
Eschequer Bills, 2d. 12c. 1899	21 14	8 12	10 16	15 16	16 19	20 18
Ditto	21 15	15 12	12 18	16 20	18 21	19 21
Ditto	1850	21 15	—	—	—	—
Ditto Com.	—	—	—	—	—	—
5 per Cent. Cons. for Op. Aug. 29	942 76	928 34	928 34	928 34	928 34	928 34
Bank Stock for Op. Aug. 29	—	—	1914	—	1914	—
India Stock for Op. Aug. 29	—	—	—	255	—	254

FOREIGN STOCKS.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	—	—	—	—	—	—
Belgian, 5 per Cent.	—	—	—	—	—	—
Brazilian	705	678	704	723	704	723
Ditto, 1823	—	—	—	—	—	—
Buenos Ayres, 6 per Cent.	—	—	—	—	181	—
Cuban, 6 per Cent.	—	—	—	—	29	—
Chilian, 6 per Cent.	—	—	—	—	—	—
Colombian, 6 per Cent.	362	—	—	—	—	—
Ditto, 1824 ditto	—	—	—	—	—	—
Danish, 5 per Cent.	754	—	—	—	—	—
Greek, 5 per Cent.	—	—	—	—	—	—
Ditto, 1825, 5 per Cent.	—	—	—	—	—	—
Maxican, 5 per Cent.	—	—	—	—	—	—
Ditto, deferred date	204	—	151	—	—	—
Ditto, 1825, 6 per Cent.	204	—	—	—	—	—
Ditto, def. do. 6 per Cent.	—	—	—	—	—	—
Mexican, 5 per Cent.	—	—	—	—	—	—
Ditto, 1825, 6 per Cent.	—	—	—	—	—	—
Nicaraguan, 5 per Cent., 1824	—	—	—	—	—	—
Potuvian, 6 per Cent.	—	—	—	—	—	—
Portuguese, 5 per Cent.	—	—	—	—	—	—
Ditto, New per Cent.	841 31	832 5	841 3	841 3	841 3	841 3
Prussian, 4 per Cent.	—	—	—	—	—	—
Russian, 12½ per Cent.	—	—	—	—	—	—
Spanish, 5 per Cent. Consols	192 189	182 192	192 192	192 192	192 192	192 192
Ditto, passive	49	—	69	—	—	—
Ditto, deferred	842 1	842 2	842 2	842 2	842 2	842 2
Ditto, 5 per Cent.	1001 2	1001 2	1001 2	1001 2	1001 2	1001 2
Ditto, New, incl.	1002	—	1002	—	1002	—

FRENCH FUNDS.

	PARIS	LONDON
5 per Cent. Ann.	1116 40	1116 60
5 per Cent. Ann.	1116 70	1116 70
5 per Cent. Ann.	1116 80	1116 80
5 per Cent. Ann.	1116 90	1116 90
5 per Cent. Ann.	1117 00	1117 00
5 per Cent. Ann.	1117 10	1117 10
5 per Cent. Ann.	1117 20	1117 20
5 per Cent. Ann.	1117 30	1117 30
5 per Cent. Ann.	1117 40	1117 40
5 per Cent. Ann.	1117 50	1117 50
5 per Cent. Ann.	1117 60	1117 60
5 per Cent. Ann.	1117 70	1117 70
5 per Cent. Ann.	1117 80	1117 80
5 per Cent. Ann.	1117 90	1117 90
5 per Cent. Ann.	1118 00	1118 00
5 per Cent. Ann.	1118 10	1118 10
5 per Cent. Ann.	1118 20	1118 20
5 per Cent. Ann.	1118 30	1118 30
5 per Cent. Ann.	1118 40	1118 40
5 per Cent. Ann.	1118 50	1118 50
5 per Cent. Ann.	1118 60	1118 60
5 per Cent. Ann.	1118 70	1118 70
5 per Cent. Ann.	1118 80	1118 80
5 per Cent. Ann.	1118 90	1118 90
5 per Cent. Ann.	1119 00	1119 00
5 per Cent. Ann.	1119 10	1119 10
5 per Cent. Ann.	1119 20	1119 20
5 per Cent. Ann.	1119 30	1119 30
5 per Cent. Ann.	1119 40	1119 40
5 per Cent. Ann.	1119 50	1119 50
5 per Cent. Ann.	1119 60	1119 60
5 per Cent. Ann.	1119 70	1119 70
5 per Cent. Ann.	1119 80	1119 80
5 per Cent. Ann.	1119 90	1119 90
5 per Cent. Ann.	1120 00	1120 00
5 per Cent. Ann.	1120 10	1120 10
5 per Cent. Ann.	1120 20	1120 20
5 per Cent. Ann.	1120 30	1120 30
5 per Cent. Ann.	1120 40	1120 40
5 per Cent. Ann.	1120 50	1120 50
5 per Cent. Ann.	1120 60	1120 60
5 per Cent. Ann.	1120 70	1120 70
5 per Cent. Ann.	1120 80	1120 80
5 per Cent. Ann.	1120 90	1120 90
5 per Cent. Ann.	1121 00	1121 00
5 per Cent. Ann.	1121 10	1121 10
5 per Cent. Ann.	1121 20	1121 20
5 per Cent. Ann.	1121 30	1121 30
5 per Cent. Ann.	1121 40	1121 40
5 per Cent. Ann.	1121 50	1121 50
5 per Cent. Ann.	1121 60	1121 60
5 per Cent. Ann.	1121 70	1121 70
5 per Cent. Ann.	1121 80	1121 80
5 per Cent. Ann.	1121 90	1121 90
5 per Cent. Ann.	1122 00	1122 00
5 per Cent. Ann.	1122 10	1122 10
5 per Cent. Ann.	1122 20	1122 20
5 per Cent. Ann.	1122 30	1122 30
5 per Cent. Ann.	1122 40	1122 40
5 per Cent. Ann.	1122 50	1122 50
5 per Cent. Ann.	1122 60	1122 60
5 per Cent. Ann.	1122 70	1122 70
5 per Cent. Ann.	1122 80	1122 80
5 per Cent. Ann.	1122 90	1122 90
5 per Cent. Ann.	1123 00	1123 00
5 per Cent. Ann.	1123 10	1123 10
5 per Cent. Ann.	1123 20	1123 20
5 per Cent. Ann.	1123 30	1123 30
5 per Cent. Ann.	1123 40	1123 40
5 per Cent. Ann.	1123 50	1123 50
5 per Cent. Ann.	1123 60	1123 60
5 per Cent. Ann.	1123 70	1123 70
5 per Cent. Ann.	1123 80	1123 80
5 per Cent. Ann.	1123 90	1123 90
5 per Cent. Ann.	1124 00	1124 00
5 per Cent. Ann.	1124 10	1124 10
5 per Cent. Ann.	1124 20	1124 20
5 per Cent. Ann.	1124 30	1124 30
5 per Cent. Ann.	1124 40	1124 40
5 per Cent. Ann.	1124 50	1124 50
5 per Cent. Ann.	1124 60	1124 60
5 per Cent. Ann.	1124 70	1124 70
5 per Cent. Ann.	1124 80	1124 80
5 per Cent. Ann.	1124 90	1124 90
5 per Cent. Ann.	1125 00	1125 00
5 per Cent. Ann.	1125 10	1125 10
5 per Cent. Ann.	1125 20	1125 20
5 per Cent. Ann.	1125 30	1125 30
5 per Cent. Ann.	1125 40	1125 40
5 per Cent. Ann.	1125 50	1125 50
5 per Cent. Ann.	1125 60	1125 60
5 per Cent. Ann.	1125 70	1125 70
5 per Cent. Ann.	1125 80	1125 80
5 per Cent. Ann.	1125 90	1125 90
5 per Cent. Ann.	1126 00</	